

FKSM

71-2-8

BATTALION TASK FORCE COMBAT SERVICE SUPPORT DOCTRINAL SKETCH



**COMBAT SERVICE SUPPORT AND STAFF BRANCH
BATTALION/BRIGADE DIVISION
COMMAND AND STAFF DEPARTMENT**

U.S. ARMY ARMOR SCHOOL, FT KNOX, KY 40121

JUNE 1992

COMPANY TEAM

COMBAT SERVICE SUPPORT



COMMANDER



XO/1SG



MAINTENANCE 113



M88



MEDICAL 113



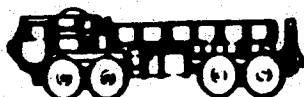
SUPPLY WATER



PLL



TOOL



CARGO/AMMO



CARGO/AMMO



CARGO/AMMO



FUEL



FUEL



FUEL



MESS

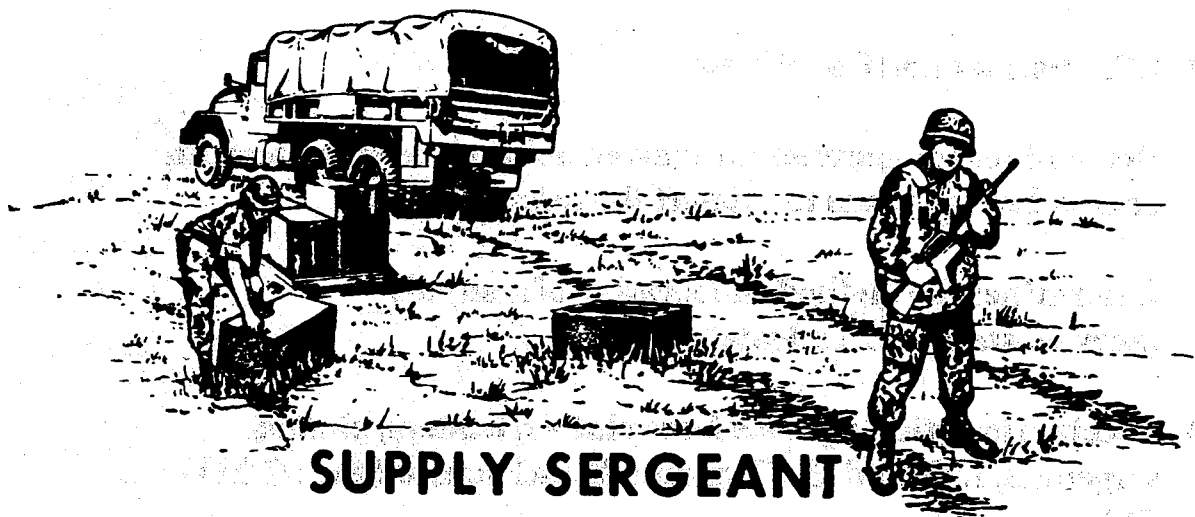
COMBAT SERVICE SUPPORT

CSS organization begins at the company level, but the burden of CSS is removed from the company team commander and placed under the control of the battalion task force. This allows the company team commander to concentrate on fighting to accomplish the tactical mission.

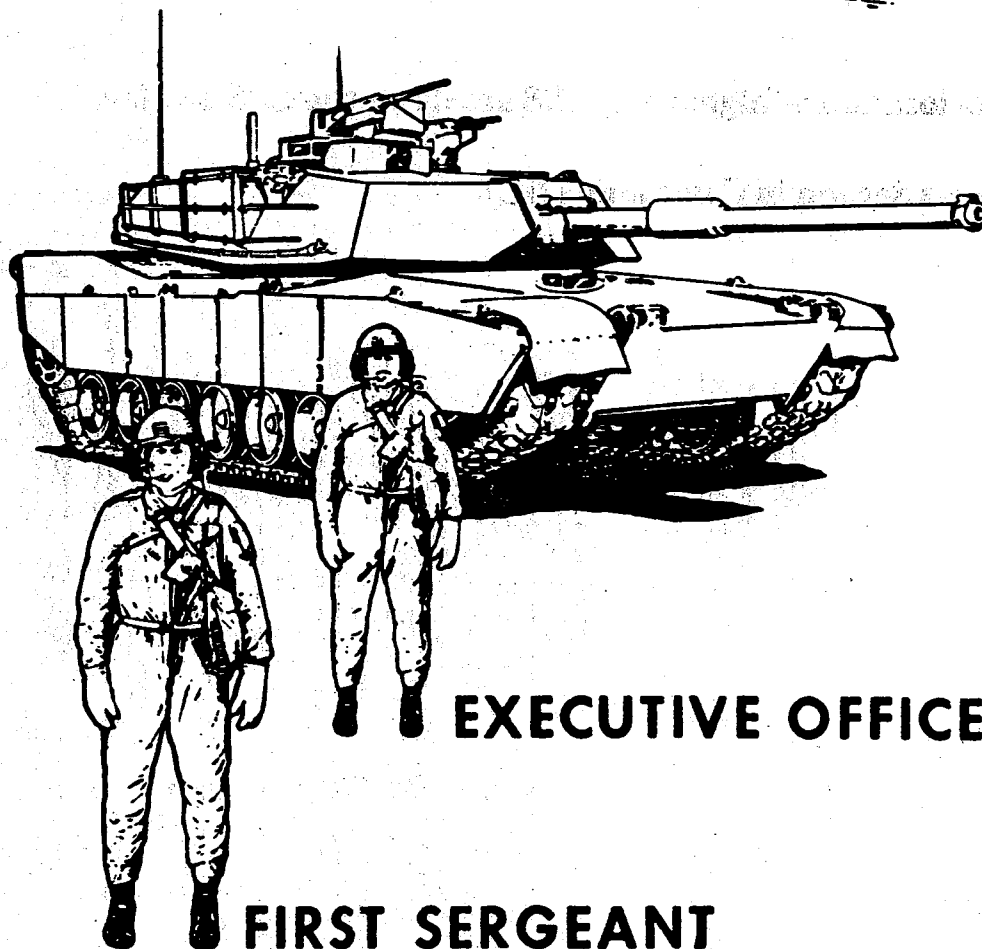
The company team's CSS responsibility is to report and request requirements and make sure CSS is properly executed when it arrives in the company area. The XO and 1SG will normally perform this function. They send personnel, logistical reports, requests and other necessary information to the rear.

The bulk of the tank and mechanized infantry battalion CSS assets are assigned to the Headquarters and Headquarters Company (HHC). Personnel and equipment (including POL assets) from the medical platoon, maintenance platoon, and transportation section of the support platoon are designed to support each maneuver company team's combat operations.

ORGANIC CSS PERSONNEL



SUPPLY SERGEANT



EXECUTIVE OFFICER

FIRST SERGEANT

EXECUTIVE OFFICER (XO)

- **CSS Planner and Coordinator**
- **Determines company team requirements and coordinates with 1SG to develop plans to support the mission.**
- **Determines the method and location of resupply (Service-station or Tailgate).**
- **Receives logistical updates from platoon leaders, platoon sergeants, 1SG, and the Company Maintenance Team (CMT) Chief.**
- **Tracks location of higher HQ CSS assets on the CSS overlay.**
- **Serves as Second in Command (2IC).**

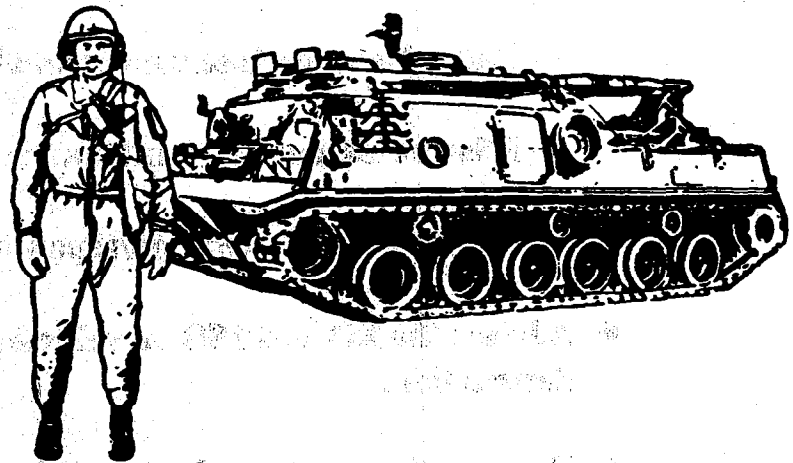
FIRST SERGEANT (1SG)

- **Primary logistics operator-Executes logistics plan.**
- **Directly supervises/controls the company combat trains**
- **Receives CSS reports from platoon sergeants and provides that information to the XO.**
- **Assists the XO in the planning preparation and conduct of CSS operations.**
- **Receives, consolidates and forwards all administrative, logistical, personnel and casualty reports to the Task Force (TF) combat trains.**
- **Establishes and organizes the Company Resupply Point. (CRP)**
- **Meets the Logistic Package (LOGPAC) at the Logistics Release Point (LRP) and supervises/controls the movement to the CRP.**
- **Orients new personnel to the company and assigns replacements to the platoons.**
- **Supervises the evacuation of casualties, EPW's, and damaged equipment.**
- **Monitors the company team command net to monitor CSS status.**
- **Maintains the Battle Roster for the company.**

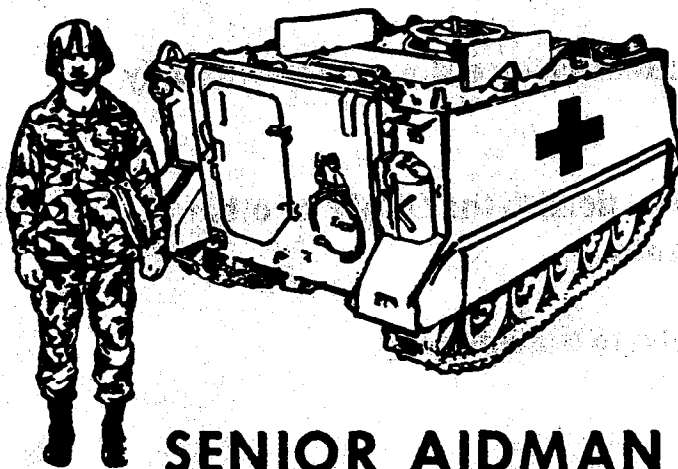
SUPPLY SERGEANT

- **Company's logistical coordinator/operator in the Battalion Field Trains.**
- **Assembles the standardized LOGPAC, moves it forward to the LRP, and follows the 1SG to the CRP to assist with the resupply operation.**
- **Requisitions classes II, IV, VII, and IX items.**
- **Coordinates with the Support Platoon Leader for classes I, III, and V supplies.**
- **Maintains individual supply and clothing records.**
- **Picks up personnel replacements in TF trains and prepares them for the 1SG.**
- **Receives and evacuates KIA's to the graves registration point in the Brigade Supply Area (BSA).**
- **Returns the LOGPAC with EPW and damaged vehicles to the BSA for further disposition.**
- **Reports status of personnel and equipment evacuated to the field trains.**

ATTACHED CSS PERSONNEL



MAINTENANCE TEAM CHIEF



SENIOR AIDMAN

COMPANY MAINTENANCE TEAM CHIEF

- **Organizes and supervises the Company Maintenance Team (CMT).**
- **Supervises:**
 - **Battle Damage Assessment and Repair (BDAR).**
 - **Mission Essential Maintenance Only (MEMO) procedures.**
 - **Maintenance evacuation/repair time guidelines.**
- **Advises the XO and 1SG on vehicle recovery, repair, and destruction.**
- **Ensures that requests for repair parts are prepared and forwarded to the Unit Maintenance Collection Point (UMCP).**
- **Distributes repair parts when received.**
- **Supervises exchange and cannibalization when authorized.**
- **Coordinates with PSGs for maintenance status (if not already provided by the 1SG).**
- **Responsible for recovery operations to the UCMP or other designated maintenance points.**
- **Assigned to HHC but attached to the company.**

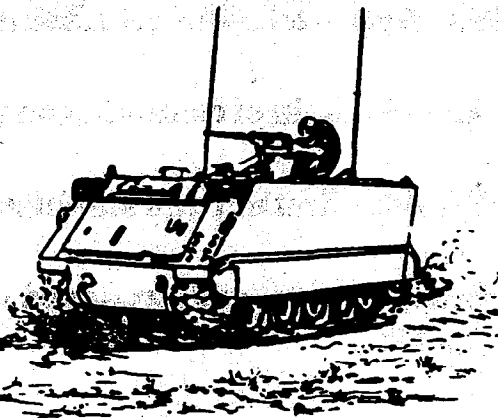
SENIOR AIDMAN

- **Supervises triage of wounded and ill (Enemy and Friendly).**
- **Advises chain of command on wounded and ill.**
- **Provides first aid and stabilizes injured for evacuation.**
- **Evacuates seriously wounded to the BAS under the direction of the 1SG.**
- **Controls, issues, and requests resupply of class VIII, including nerve agent antidote injectors.**
- **Trains soldiers in first aid procedures.**
- **Responsible for medical evacuation team operations.**
- **Advises the chain of command on field sanitation measures.**
- **Resupplies class VIII items to Combat Lifesavers.**
- **Assigned to HHC but attached to the company.**

COMPANY TEAM COMBAT TRAINS



FIRST SERGEANT



- 1 SFC 69E40 (Maint Supv)
- 1 SP4 91V10 (Tk Comm Mech)
- 1 SP4 63E10 (Tk Sys Mech)
- 1 SP4 45E10 (TK Tur Mech)
- 1 PFC 63E10 (Tk Sys Mech)



- 1 SGT 69E20 (Auto Mech)
- 1 SGT 45E20 (Tk Tur Mech)
- 1 SP4 63E10 (Rec Veh Op)
- 1 PFC 63E10 (Rec Veh Op)



- 1 SGT 91B20 (Med Aidman)
- 1 SP4 91A10 (Aidman)
- 1 SP4 91A10 (Amb Dvr)

COMPANY TEAM COMBAT TRAINS

During combat operations, the company habitually operates with the maintenance and medical teams forward (company combat trains). The remainder of its CSS elements operate from the battalion combat trains, UMCP, or the field trains in the BSA. The 1SG is responsible for all of the company trains, but directly supervises the company combat trains. The supply sergeant is the 1SG's principal assistant and supervises the company assets in the battalion field trains.

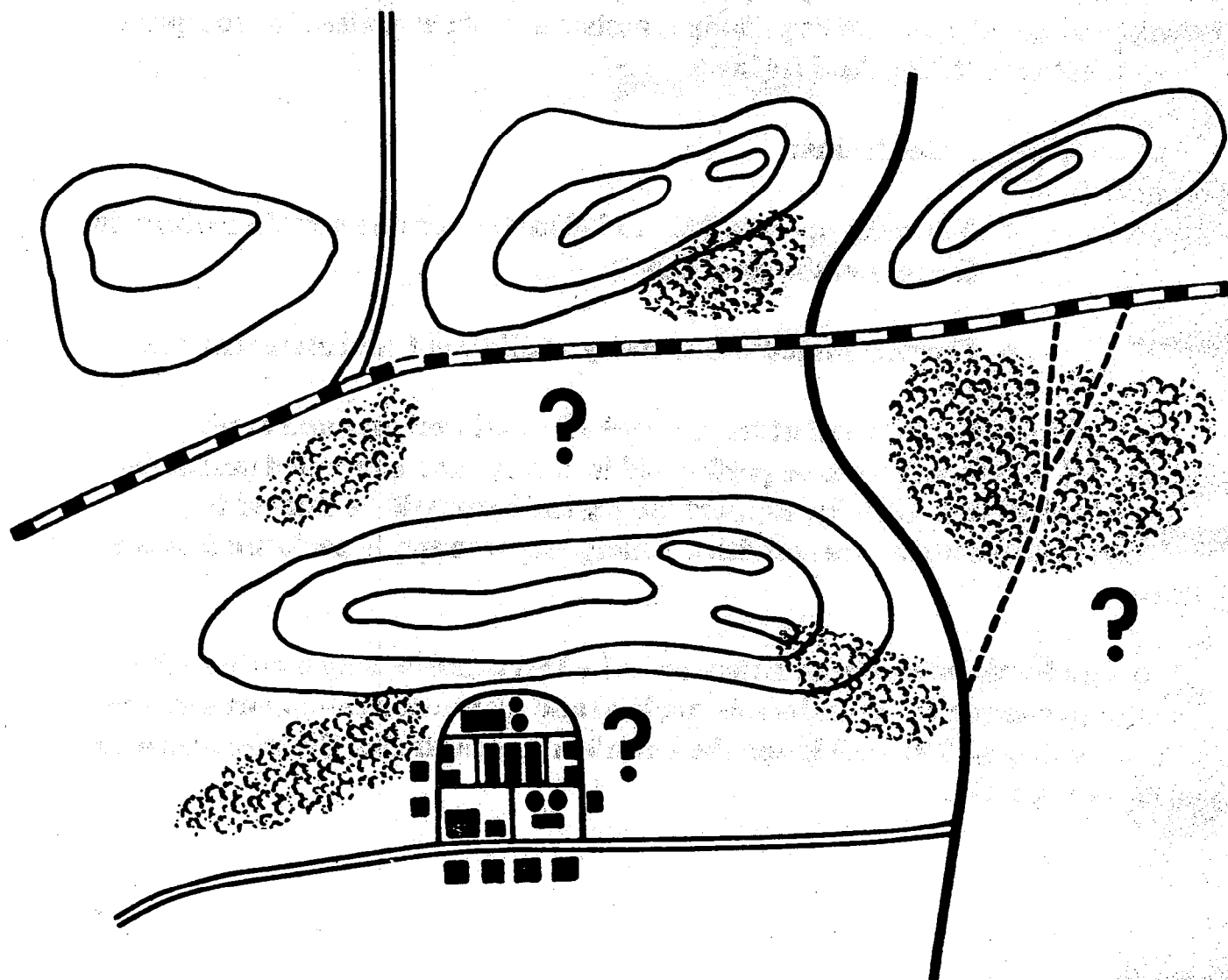
The company combat trains:

- **Normally operate 500 to 1000 meters, or one terrain feature, to the rear of the company.**
- **Provide immediate recovery, medical aid, and maintenance.**

The positioning of the combat trains allows for maintenance and other essential CSS functions to be performed in covered and concealed positions behind the FLOT. Usually, support during the battle will be limited to medical and maintenance activities. Emergency resupply is performed by the 1SG.

During a battle (offensive or defensive), the 1SG continuously monitors the company command net and sends medical and maintenance support forward to the platoons. The 1SG keeps the battalion combat trains CP informed on a continuing basis.

RESUPPLY SITE SELECTION



COMPANY TEAM RESUPPLY POINT (CRP) SITE SELECTION

The XO must consider:

- **Proximity to unit position.**
- **Ability of company to secure the site.**
- **Relative vulnerability of the LOGPAC vehicles.**
- **Ability of terrain to support CSS vehicles and operations.**

An Ideal Site:

- **Gives cover and concealment.**
- **Close (within 1000 meters) to company position.**
- **Roads and trails to/through the site will support the heaviest vehicles and allow easy one-way traffic flow.**
- **Size of site allows dispersion of LOGPAC vehicles.**

RESUPPLY OPERATIONS

Resupply operations can be described as Routine, Emergency, and Prestock. Each method is developed in the company SOP and rehearsed in training. The actual method selected will depend on METT-T.

Routine Resupply: Is the regular resupply of classes I, III, V and IX items; mail; and any other items requested by the company. Routine resupply will take place at least daily. Periods of limited visibility are the best times to resupply. Resupply class III at every opportunity. M1 units in offensive operations routinely require refueling twice each 24 hours.

Emergency Resupply: Occasionally the company team may have such an urgent need for resupply that it cannot wait for a routine LOGPAC. Emergency resupply may involve classes III, V, and VIII; NBC equipment; and on, rare occasions, class I. The TF usually uses support platoon and medical assets located in the TF combat trains to conduct emergency resupply of company teams. Emergency resupply is often conducted while in contact with the enemy.

Prestock: Prepositioning of supplies is required in most defensive operations, but normally only class V items are prepositioned. The location and amount of prepositioned ammunition must be carefully planned and each vehicle commander must be informed. All leaders, down to tank commanders and squad leaders, verify the locations of the sites during their reconnaissance and rehearsals.

When prepositioning supplies, consider:

- **Covered and protected positions are needed for prepositioned ammunition.**
- **Prepositioning frees cargo vehicles to bring more ammunition forward.**
- **The company does not have the manpower to guard preposition sites and, therefore, risks the capture or destruction of prepositioned ammunition.**
- **Prepositioned ammunition must be far away from vehicles and individual fighting positions so that its destruction will not cause friendly vehicle damage or personnel casualties.**
- **Prepositioning fuel is difficult and requires additional equipment.**

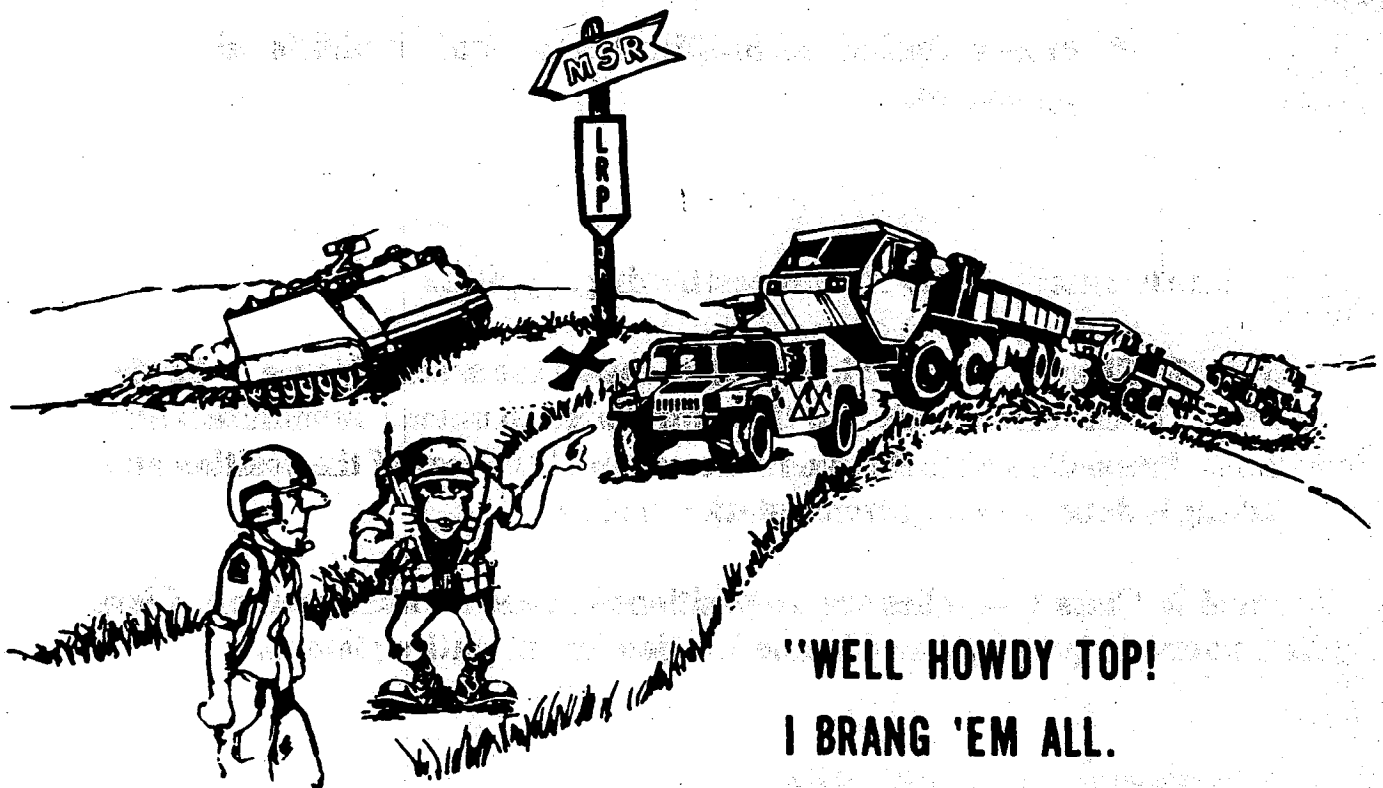
There are two main methods of prepositioning supplies.:

Method 1: Class V is located in one place inside the assembly area or battle position. Each vehicle pulls into the central area to upload ammunition and rations. Prepositioned fuel tankers are set up at the rear of the position and refueling is done as in the service-station method.

Method 2: Class V supplies are prepositioned at each vehicle position. Class III tankers are prepositioned in one location for the entire platoon.

NOTE: When prestocking class V, an overlay of each location will be forwarded to the Battalion Combat Trains.

LOGPAC OPERATIONS



**"WELL HOWDY TOP!
I BRANG 'EM ALL.
NOW WHAT WE GONNA DO?"**

LOGPAC

The LOGPAC technique is a simple, efficient way to accomplish routine resupply operations. A LOGPAC is a centrally organized resupply convoy originating at TF field trains. The LOGPAC should contain all anticipated supplies required to sustain the company for a specified time (usually 24 hrs or until the next scheduled LOGPAC operation). The company team and battalion SOPs will specify the exact composition of the LOGPAC.

LOGPAC PREPARATION

Company supply sergeants assemble the LOGPAC under the supervision of the support platoon leader or HHC commander in the battalion field trains. Replacements and soldiers released from the hospital are returned to the company on LOGPAC vehicles.

Once the LOGPAC is prepared for movement, the supply sergeant tactically moves it as part of the TF resupply convoy led by the support platoon leader.

The TF LOGPAC convoy is met at the TF LRP by representatives from the combat trains and UMCP, company 1SGs and platoon sergeants from specialized separate platoons when necessary.

The 1SG or his representative meets the LOGPAC and then guides it to the company resupply point.

The time before LOGPAC arrival at the LRP is a good time to disseminate information between the S4 and supported units. When possible, the Bn XO, BMO, CSM, and representatives from all attachments should attend.

NOTE: An example of a LOGPAC checklist used by Supply SGTs is included on the next page.

Vehicle Carrying Capacity

Anno	1/4 Ton	2 1/2 Ton	1 1/2 Ton	5 Ton	8 Ton	10 Ton
105mm APDS-T	24	82	48	162	258	324
105mm HEAT	22	76	44	152	242	304
120mm		60		90		240
TOW	8	63	38	125	200	250
DRAGON	8	75	45	150	239	298
HE (4, 2)	40	132	78	264	420	528
WP (4, 2)	40	132	78	264	420	528
ILLUM (4, 2)	40	132	78	264	420	528
HE (81mm)	87	294	174	588	941	1176
WP (81mm)	87	294	174	588	941	1176
ILLUM (81mm)	84	280	168	650	896	1120
VIPER	90	645	384	1290	2070	2580
VULCAN	1600	5600	3300	11200	17800	22400
STINGER	6	48	24	48	48	96
CHAPPARELL	0	16	0	19	36	38
MINES (AT)	28	278	167	555	888	1110
25mm	300	3000	1800	6000	9600	12000
HE (60mm)	144	1320	792	2640	4608	5280
WP (60mm)	144	1320	792	2640	4608	5280
ILLUM (60mm)	120	1140	550	2208	3840	4416

LOGPAC CHECKLIST
for
Supply Sgt/Separate Plts/Attachments

	Yes	No	Start	Issued	Remaining
Mail					
Return to Duty					
New Personnel					
Class I (Food)					
Number of Meals					
Number of MREs					
Hot/Cold Liquids					
Plastic Ware/Paper Items					
Water Trailer					
Number of NBC Suits					
Number of NBC Filters					
Class III					
Bumper Number					
Driver's Name					
Diesel (Gallons)					
MOGAS (Gallons)					
Package Products					
Maintenance/COMMO					
Parts Going Forward					
Downed Vehicle Status (in Field Trains)					
Backbrief/Safety					
MSR/Map/LRP Sites					
LOGPAC Window (Opening/Closing)					

(Armo) Vehicle Number Driver

CLASS V

	On Vehicle	Issued	Remaining	Vehicle Number	Issued
5.56					
SAW (5.56)					
7.62					
.50 Cal (M-85)					
.50 Cal (M-2)					
20mm					
25mm					
105mm					
120mm					
DRAGON					
TOW					
AT-4					
HE (4.2)					
WP (4.2)					
ILLUM (4.2)					
STINGER					
MINES					

RESUPPLY METHODS

The 1SG establishes the company resupply point using one of two methods:

- **Service Station Method**
- **Tailgate Method**

The commander or, if delegated, the XO decide on which method to employ and inform the 1SG.

The 1SG briefs each LOGPAC vehicle driver on the supply method to be used.

The 1SG establishes the company team resupply point and notifies the commander that it is prepared.

The commander directs the platoons to resupply based on the tactical situation.

Either of these methods can be used for emergency resupply.

SERVICE-STATION METHOD

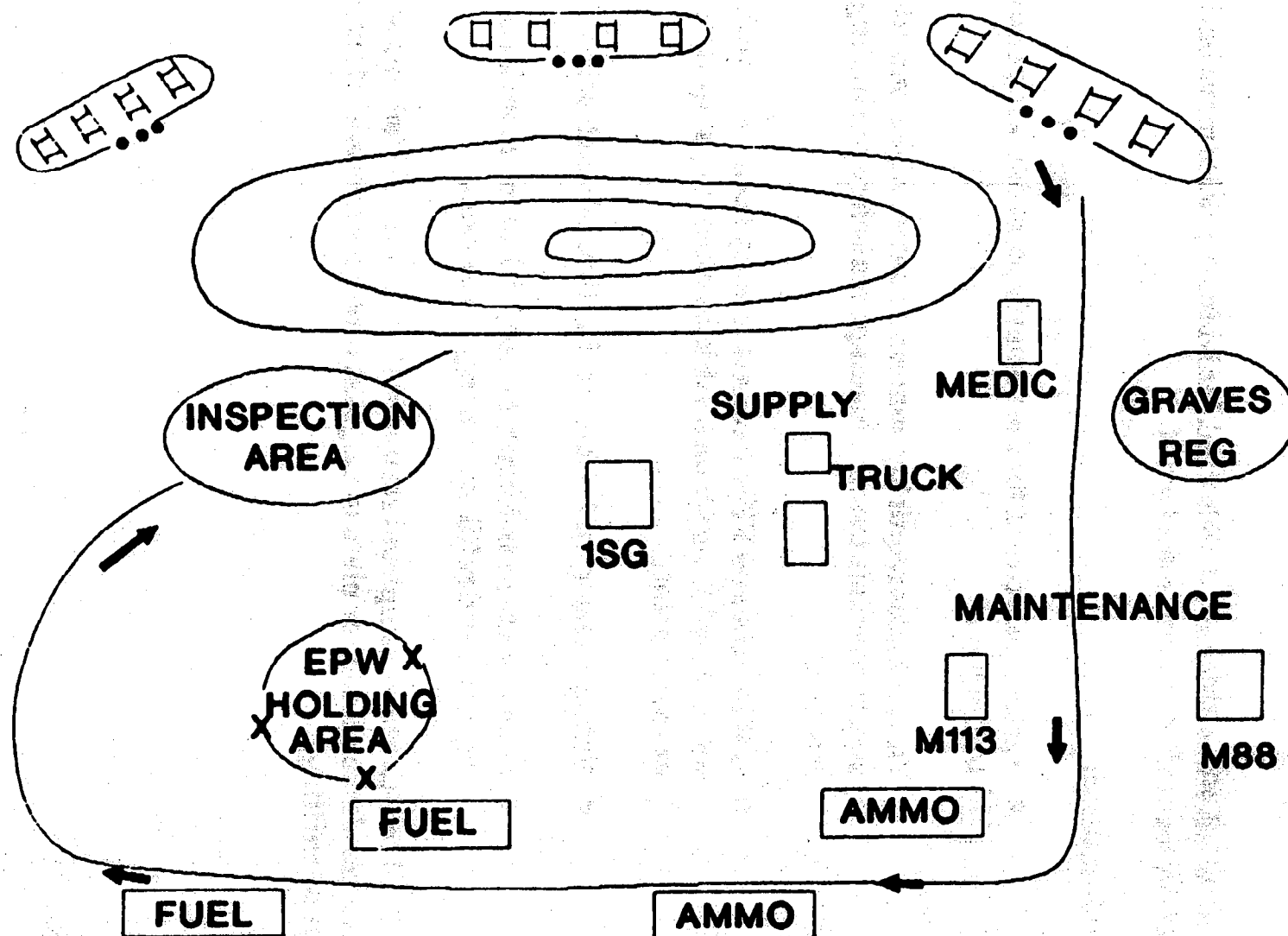
When the service-station method is used, individual vehicles move back to a centrally located rearm and refuel point.

In this method:

- **Tactical vehicles enter the resupply point following one way traffic flow.**
- **Only vehicles requiring immediate unit or higher maintenance stop in the maintenance holding area before conducting resupply.**
- **If WIA, KIA and EPW have not already been evacuated, they are removed from platoon vehicles when they stop at the refuel or rearm point.**
- **Vehicles rearm and refuel moving through each point.**
- **Crews rotate individually to feed, pick up mail, pick up supplies, and refill or exchange water cans.**

When all vehicles have completed resupply, they move to the holding area where the platoon leader or platoon sergeant conduct a precombat inspection (time permitting).

SERVICE STATION METHOD



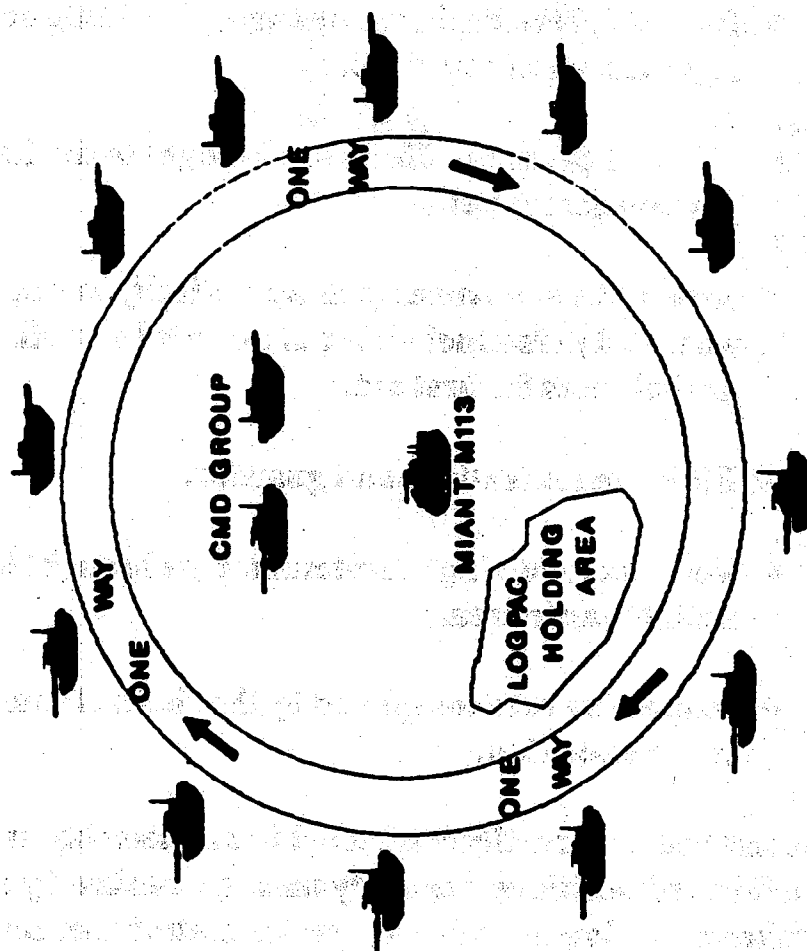
TAILGATE METHOD

In the tailgate method, combat vehicles remain in place or back out of their positions a short distance so the resupply vehicle is not exposed. POL and ammunition trucks go to each position in turn and -

- **Individual crewman rotate through feeding areas and pick up supplies, water and mail.**
- **KIA and personal effects are brought to the holding area by platoon personnel.**
- **Armored ambulances pick up critically wounded. Other wounded personnel either are carried or walk to the ambulances for first aid.**
- **EPW are centralized and guarded.**
- **Vehicles requiring maintenance are brought to the maintenance area.**
- **Inspections are completed by the chain of command at each vehicle position.**

The tailgate method is normally conducted in an assembly area only. If it is employed in forward positions, resupply must be masked by terrain. This procedure takes much longer than the service-station method.

TAILGATE RESUPPLY



MAINTENANCE

Maintenance is continuous; it starts with preventative maintenance by the operator and crew and continues through repairs by maintenance personnel. Personnel must be trained to accomplish necessary tasks in all conditions. PMCS is a daily crew responsibility. Maintenance work performed by the maintenance team is performed as far forward as possible.

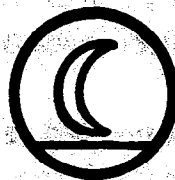
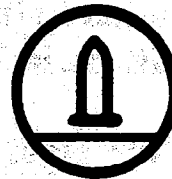
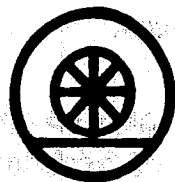
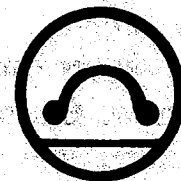
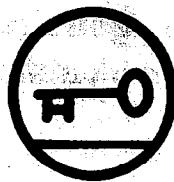
Maintenance and recovery are initiated on site by the equipment operator and crew. Once the problem has been identified, the operator and crew start corrective action to include:

- **An initial status report to the PLT LDR or PSGT providing conditions, location and circumstances.**
- **An estimate of the situation to determine support requirements (self-recovery, field fixes, assistance from nearby vehicles, or assistance from battalion).**

When it has been determined that needed repairs are beyond the crews capability, the platoon notifies the 1SG, the 1SG dispatches the CMT. If additional assistance is required, the 1SG or maintenance chief requests it from the battalion maintenance officer (BMO) on the admin/logistics net (A/L NET).

As a general rule, if repairs will take more than two hours for the maintenance team to perform the vehicle is towed to an LRP, the Main Supply Route (MSR), or the UMCP, as the situation requires. The maintenance team normally travels at the rear of a company column during a road march (exact location is in the SOP).

BATTALION/TASK FORCE COMBAT SERVICE SUPPORT



Arming, fueling, fixing, and maintaining the TF on the Airland Battlefield will pose a significant challenge at all levels. Units will be dispersed and sometimes isolated. The Combat Service Support mission to sustain the combat power of the TF under these conditions will be even more critical to success on the battlefield than in the past. CSS is performed as far forward as the tactical situation permits. Weapon systems are armed, fueled, fixed, and manned in forward positions to minimize return time to combat.

The functional areas of CSS cover five major areas: Supply, Transportation, Maintenance, Field Services, and Personnel Services (Medical Support, Personnel and Administrative Services, and Chaplain Activities).

CSS to Company/Teams has been covered in great detail. This section will discuss the key personnel, organizations, and support structures necessary to promote effective CSS for the entire Battalion/TF and its attachments.



S4



XO



CSM

MED PLT LDR



HHC CDR



S1

SPT PLT LDR



BMO

BATTALION/TASK FORCE COMMANDER

The Battalion/Task Force Commander ensures that CSS is provided, not only for his organic and attached elements, but also for any OPCON or supporting units. He relies on his staff, (S4, S1, and BMO), led by the XO to anticipate and plan for CSS requirements, and employ his service support assets to accomplish the mission.

EXECUTIVE OFFICER

- **Second in command of the BN/TF (2IC).**
- **Directs the staff from the main CP.**
- **Coordinates all CSS in the BN/TF (assisted by CSM).**
- **Assisted by:**
 - **S1**
 - **S4**
 - **Battalion Maintenance Officer (BMO)**
 - **HHC Commander**
 - **Support Platoon Leader**
 - **Medical platoon Leader**
 - **CSM**

PERSONNEL OFFICER S1

The S1 is the primary administrative planner. His key focus is on manning the TF. Other duties include:

- **Responsibility for personnel service support functions in the BN/TF.**
- **Responsibility for strength accounting, replacement operations, and casualty reporting.**
- **Primary staff responsibility for EPW operations and medical planning.**
- **Assisting the S4 with operations in the combat trains CP.**
- **Assisted by:**
 - **PAC Supervisor**
 - **Personnel Staff NCO (PSNCO)**

S1 section elements are located in both the combat trains and the field trains. The S1 and his personnel in the combat trains CP primarily perform the strength accountability, replacement operations, and casualty reporting tasks. The S1 Section in the field trains perform primarily administrative services, personnel actions, legal services, and finance.

LOGISTICS OFFICER S4

The S4 is the logistical planner for the BN/TF. It is his responsibility to tie the entire Admin/Logistics network together. Other duties and responsibilities include:

- **Serving as OIC of the BN/TF combat trains.**
- **Primary staff responsibility for Supply, Transportation, and Field Service functions.**
- **Anticipating logistical requirements.**
- **Controlling combat trains CP operations.**
- **Monitoring the tactical situation and preparing to alternate BN/TF main CP operations.**
- **Assisted by:**

— Battalion S4 NCOIC

In combat, the S4 concentrates heavily on six classes of supply: Classes I, II, III, IV, V and VII. The support platoon leader, working with the S4 and the HHC commander, coordinates requisition, receipt, preparation, and delivery of Classes I, III and V. The supply section (located in the field trains) is responsible for the requisition, receipt, and delivery of Classes II, IV and VII.

BATTALION MAINTENANCE OFFICER (BMO)

- **OIC of the Unit Maintenance Collection Point (UMCP).**
- **Controls maintenance support and establishes the time guidelines for the maintenance platoon.**
- **Shifts assets to respond to workload demands and the BN/TF commanders priorities.**
- **Structures maintenance assets to meet BN/TF requirements.**
- **Anticipates maintenance requirements and problems.**
- **Assisted by:**
 - **Battalion Maintenance Technician (BMT)**
 - **Battalion Motor Sergeant (BMS)**

NOTE: The BMT and BMO locate in the UMCP. The BMS locates in the field trains.

HHC COMMANDER

The HHC commander becomes involved in the CSS system as OIC of the field trains. Other duties and responsibilities include:

- **Coordinating support for the TF in the BSA.**
- **Acting as liaison officer to the brigade rear CP.**
- **Acting as BN/TF logistical "problem solver."**
- **Coordinating the flow of information between the combat trains CP and the field trains through communications with the S4.**
- **Directing company/team supply sergeants in the preparation of LOGPACs.**
- **Making decisions affecting CSS operations in the absence of the Bn XO.**
- **Establishment of the field trains CP.**
- **Assisted by:**
 - **HHC XO**
 - **HHC 1SG**
 - **HHC Supply SGT**
 - **BN/TF S4 Section**
 - **PAC NCOIC**
 - **Support Platoon Leader**

— **Battalion Maintenance SGT**

— **Co/Team Supply SGTs**

SUPPORT PLATOON LEADER

- **Assists the HHC commander with HHC CP operations.**
- **Forms Co/Team LOGPACs in the BSA.**
- **Assists the S4 with logistics support for the BN/TF.**
- **Directs the transportation and fuel assets of the BN/TF.**
- **Primary POC with the Forward Support Battalion (FSB) for Class I, III and V resupply items.**
- **May have to lead LOGPACs forward to the LRP.**
- **Assisted by:**

— Support Platoon Sgt

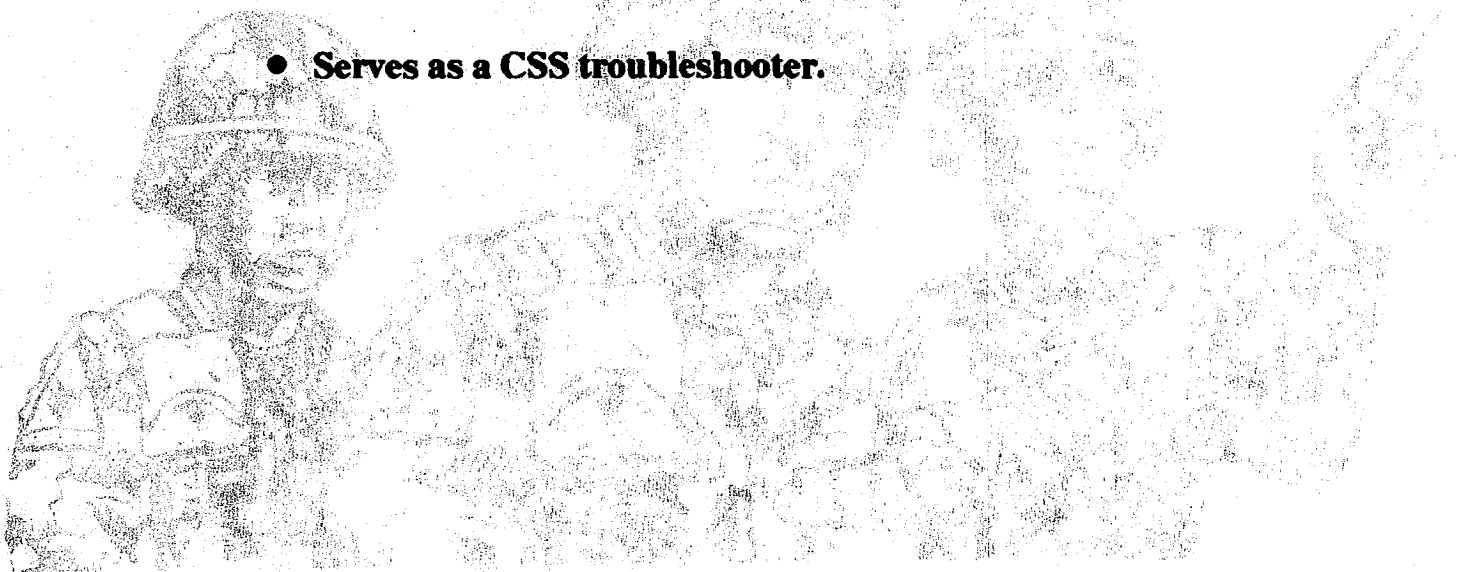
MEDICAL PLATOON LEADER

The Battalion Surgeon/Medical Platoon Leader is the medical advisor to the battalion commander and his staff. He is the supervising physician (medical doctor) of the medical platoon treatment squad. His responsibilities include:

- **Planning and directing unit-level Health Service Support (HSS) for the battalion.**
- **Advising the battalion commander and his staff on the status of the health of the command.**
- **Examining, diagnosing, treating and prescribing courses of treatment for patients to include Advanced Trauma Management (ATM).**
- **Coordinating the establishment and training of patient decontamination teams.**
- **Training Combat Lifesavers (CLS).**
- **Directs placement and establishes the BN/TF Aid Station.**
- **Assisted by:**
 - **Field Medical Assistant (MSC Officer)**
 - **Physicians Assistant**
 - **Medical Platoon SGT**

COMMAND SERGEANT MAJOR

- **Most senior NCO in the BN/TF.**
- **Advises the commander in matters concerning enlisted personnel.**
- **Moves, as the tactical situation allows, from unit to unit to assess their status and needs.**
- **Assists the CSS staff and provides current information on the logistics situation.**
- **Serves as a CSS troubleshooter.**



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COMMAND AND CONTROL



HHC CDR

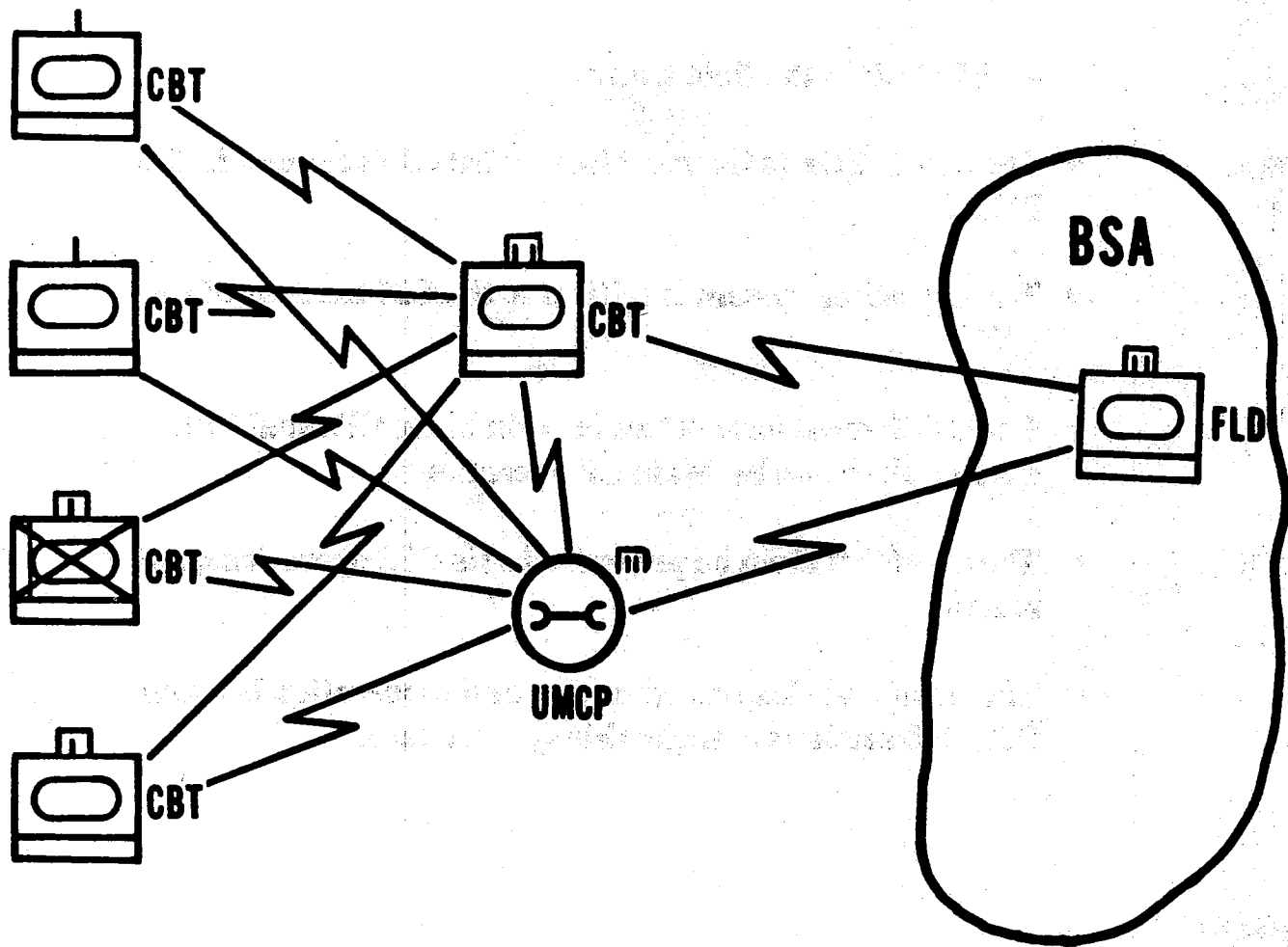
S-4

BMO

Combat Service Support Command and Control is the responsibility of the TF S4, BMO, and HHC Commander. The HHC Commander operates under the direction of the XO.

- **Command and Control (C2) facilities include:**
 - **Combat Trains Command Post (CTCP).**
 - **Maintenance Platoon CP in the UMCP.**
 - **HHC CP in the field trains.**
- **The BN/TF SOP is the most important C2 document in the BN/TF**
- **The Eavesdrop system is critical to the C2 functions of the BN/TF.**
- **The CTCP must have redundant Bn Main CP capabilities to assume alternate Bn Main CP operations.**
- **The CSS Staff must be proactive in its CSS operations, not reactive.**
- **There must be close coordination and cooperation between CSS staff sections to make this system work.**

BN/TF ADMIN/LOG NET

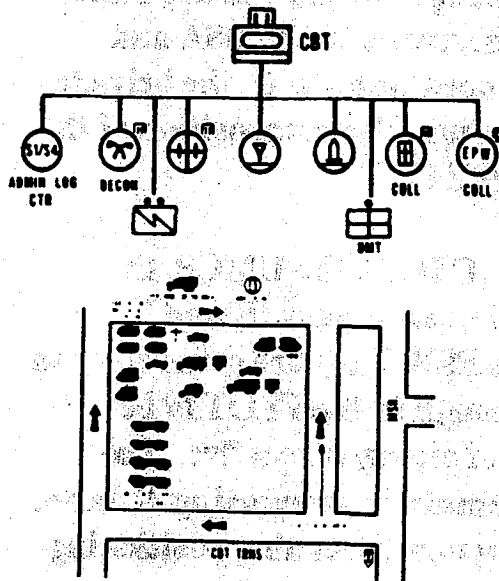


- **The CTCP is the Net Control Station (NCS) for the Admin/Log net.**
 - **The S1, S4, HHC Commander, BMO, Support Platoon Leader, Medical Platoon Leader, Company 1SGs, and others, as required, will operate on the TF Admin/Log net.**
 - **The CTCP also operates on the brigade Admin/Log net and on the TF command net.**
- **Timely and effective CSS depends on a good communications system.**
- **CSS communications may be by any combination of FM radio, Radio Teletypewriter (RATT), Mobile Subscriber Equipment (MSE), courier, or wire.**
- **The Admin/Log radio net is used for most Administrative and Logistical traffic.**
- **Communications between subordinate unit 1SGs, CTCP, and HHC CP are critical to CSS.**
- **CSS reporting must be continuous.**
- **The CTCP must receive and analyze all support requirements and then pass the necessary information to the HHC CP in the field trains. If required, the CTCP will dispatch emergency resupply vehicles from the combat trains or request assistance from the field trains.**
- **When use of the FM radio Admin/Log net is not possible, messages are sent with resupply or evacuation vehicles.**

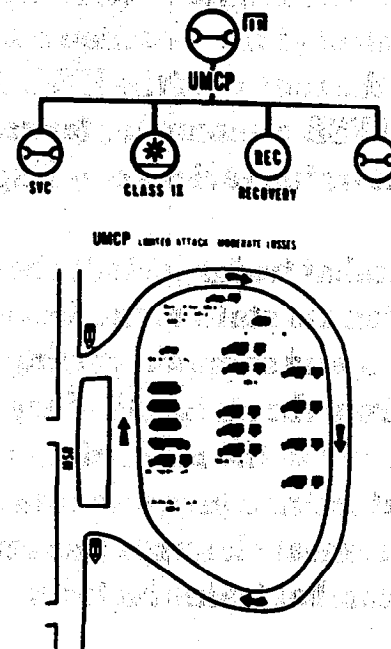
- **Another communication link is the RATT or MSE, it is:**
 - **Ideal for lengthy Admin/Log reports.**
 - **The TF RATT/MSE will send reports to the brigade RATT/MSE in the BSA. The Brigade Rear CP can then relay the hard copy message to the HHC CP by messenger or sent it by land line.**
 - **The TF SOP will establish procedures for resupply without request in the event communications fail.**

BN/TF TRAINS

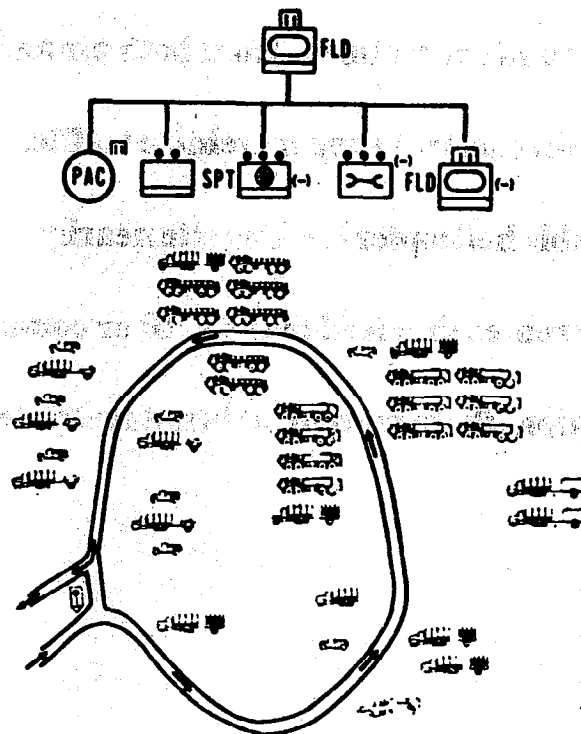
COMBAT TRAINS



UNIT MAINTENANCE COLLECTION POINT



FIELD TRAINS



The organization of trains varies according to the mission and support assets assigned to the TF. Trains may be centralized in one location (Unit Trains), or echeloned in three or more locations (Echeloned Trains).

The TF CSS assets are normally echeloned into company trains, battalion combat trains, and battalion field trains. The combat trains are organized to provide immediate critical support for the combat operations and are under the control of the battalion S4. Field trains are normally in the BSA and under the control of the HHC commander, who coordinates with the brigade S4 and FSB commander for security and positioning. The composition of the combat trains varies according to the factors of METT-T.

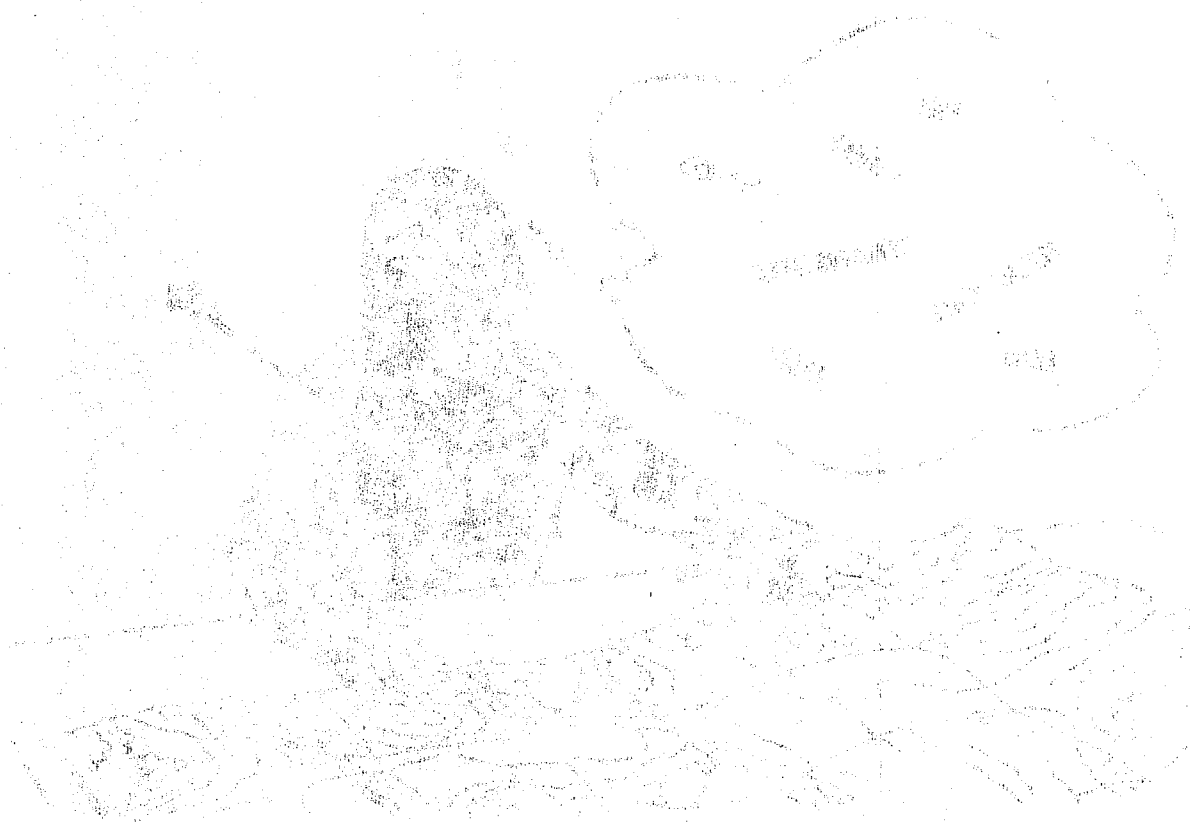
The combat trains include the combat trains CP (CTCP), the UMCP, the battalion aid station, the decontamination vehicle, some class III and V vehicles, and some supporting elements from the FSB. They are generally 1 to 2 km from the main CP. They should be close enough to the FLOT to be responsive to the forward units but out of range of enemy direct fire. The combat trains can expect to move frequently to remain in supporting distance of the combat elements (normally 4 to 10km). Factors governing positioning of the combat trains include:

- **Ability to communicate with the field trains CP, brigade rear CP, and forward units.**
- **Cover and concealment from both air and ground observation.**
- **Terrain that will support vehicle traffic.**
- **Suitable helicopter landing site nearby.**
- **Near routes that lead to the LRP or company positions.**
- **Location where movement is not restricted.**

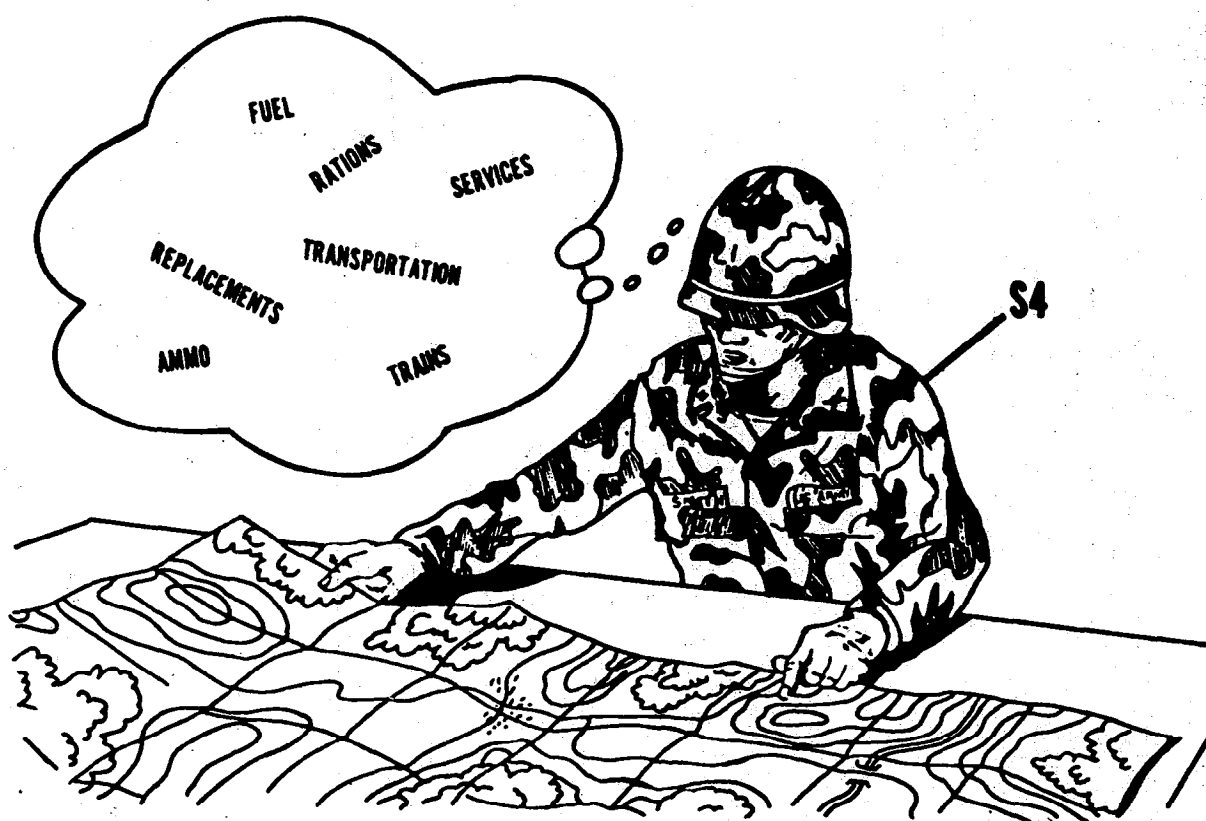
The field trains are usually in the BSA and are controlled by the HHC commander. Generally, the field trains include the field trains CP (HHC CP), PAC, mess section, company supply sections, and remaining elements of the maintenance and support platoons that are not forward.

The BSA is that portion of the brigade rear area occupied by the brigade rear CP, FSB, TF field trains, FA field trains, and various unit-level support elements of other divisional troops. The BSA is normally 20 to 30 km behind the FLOT (20-25km in the offense and 25-30km in the defense).

The UMCP is established by the BMO to provide forward maintenance support for the TF. It is normally located close to the combat trains.



ADVANCE PLANNING IS ESSENTIAL



SUPPORT OF COMBAT OPERATIONS

To ensure effective support, CSS operators and planners must understand the commander's tactical plans and intent. They must know:

- **What each supported element will be doing.**
- **When they will do it.**
- **How they will do it.**

After analyzing the concept of operations, CSS planners must be able to accurately predict support requirements. They determine:

- **What type of support is required.**
- **What quantities of support are required.**
- **The priority of support, by type and unit.**

Using the requirements, support capabilities are assessed:

- **What CSS resources are available (organic, lateral, and higher headquarters).**
- **When and where can CSS resources be available to maneuver units.**
- **How they can be made available.**

Based on this analysis, CSS plans are developed that apply resources against requirements.

CSS GRAPHICS/OVERLAY

- **CSS Graphics need to be distributed to, at a minimum, the following:**

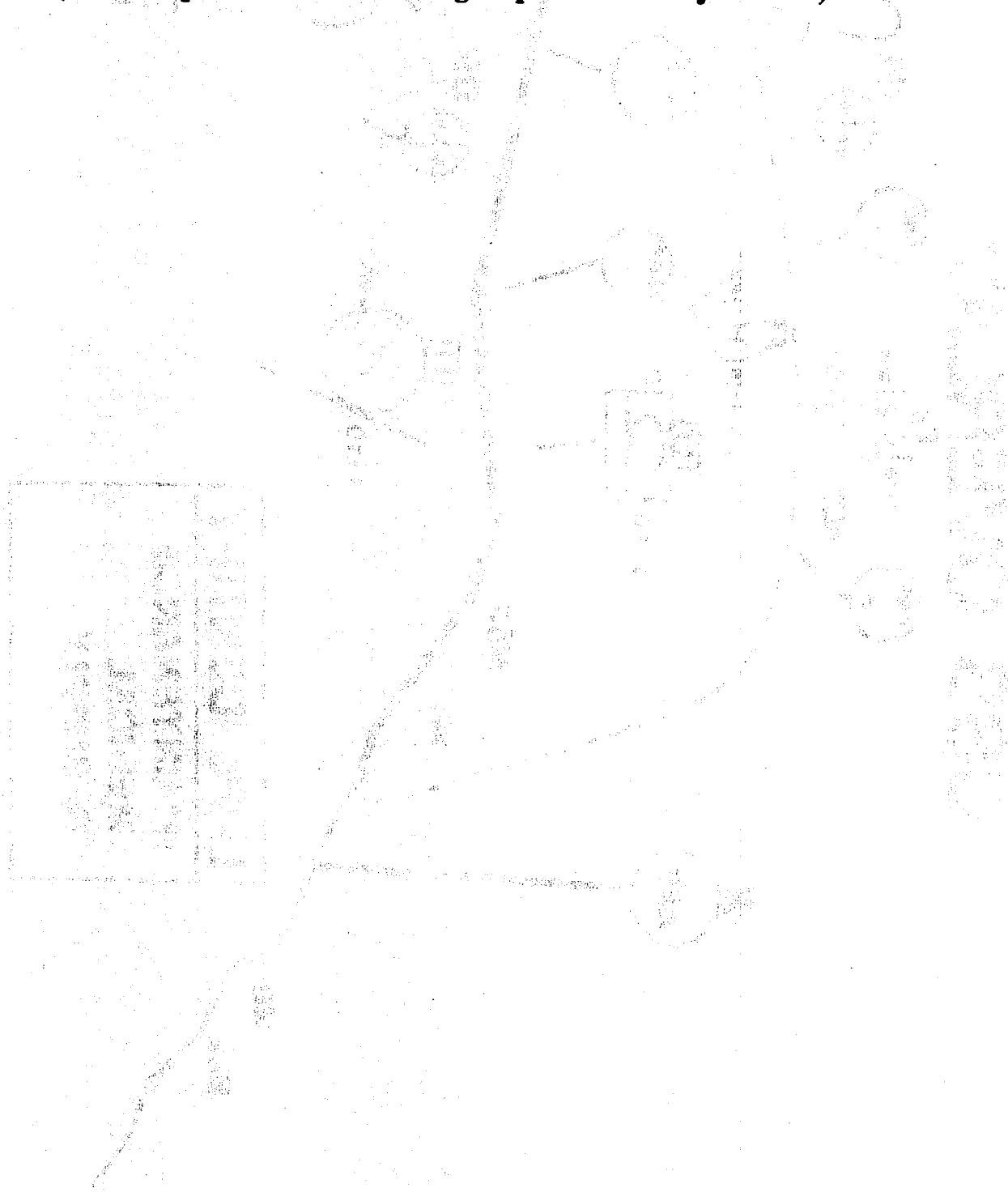
- **1SGs**
- **Separate platoons and attachments**
- **Battalion Field Trains**
- **Medics**
- **BN Main CP**
- **UMCP**

- **The CSS overlay should contain:**

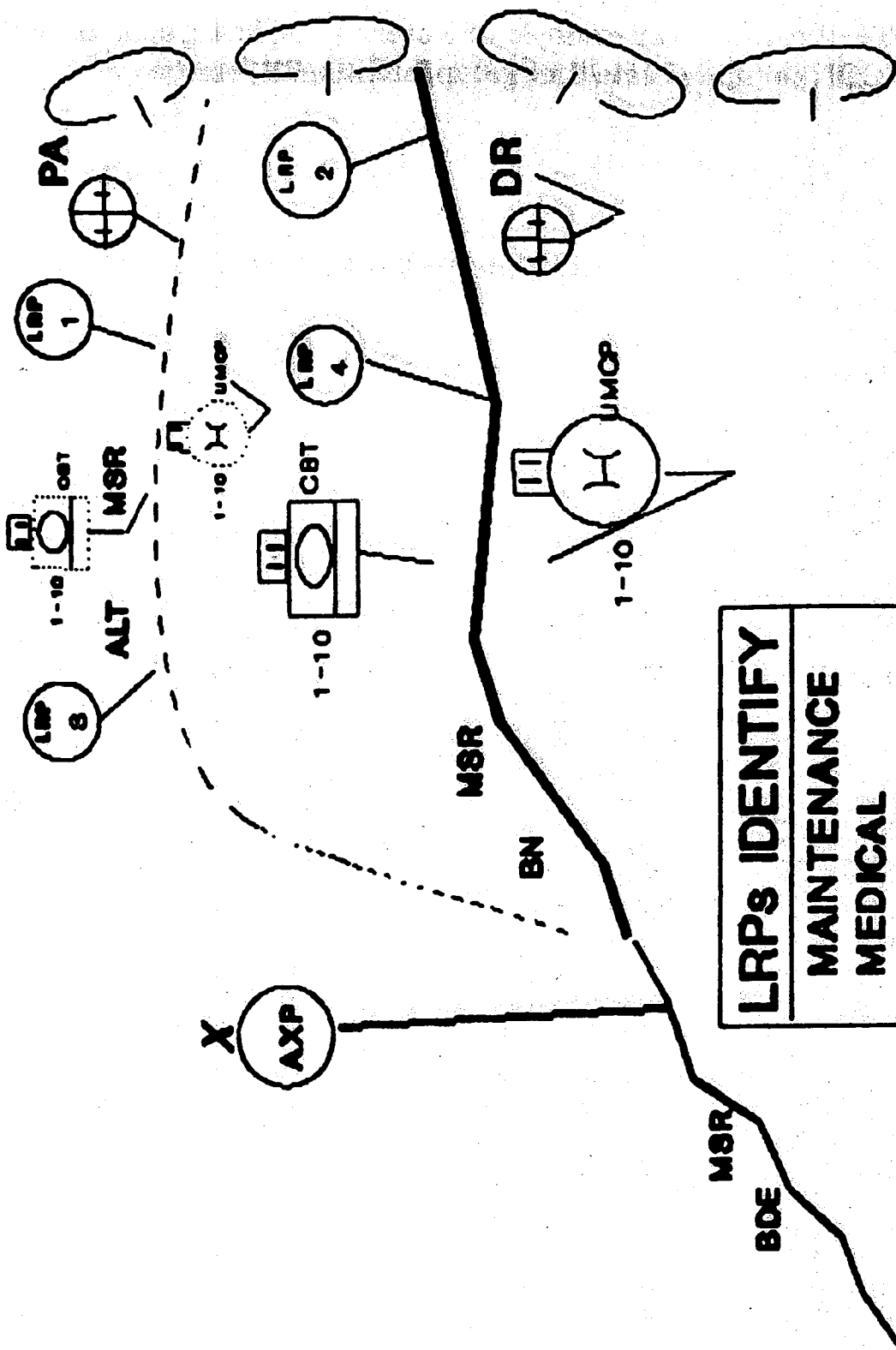
- **Primary and alternate locations for the combat trains.**
- **Primary and alternate locations for the UMCP.**
- **Primary and alternate MSR's.**
- **Brigade AXP.**
- **Company team locations.**
- **LRPs (may be used for maintenance and medical evacuation).**
- **Decontamination points (if required).**
- **Aid stations (if not located in the combat trains).**

— Date/time group.

NOTE: Provided is an example CSS overlay employing split aid stations (DECON points and date/time group intentionally omitted).



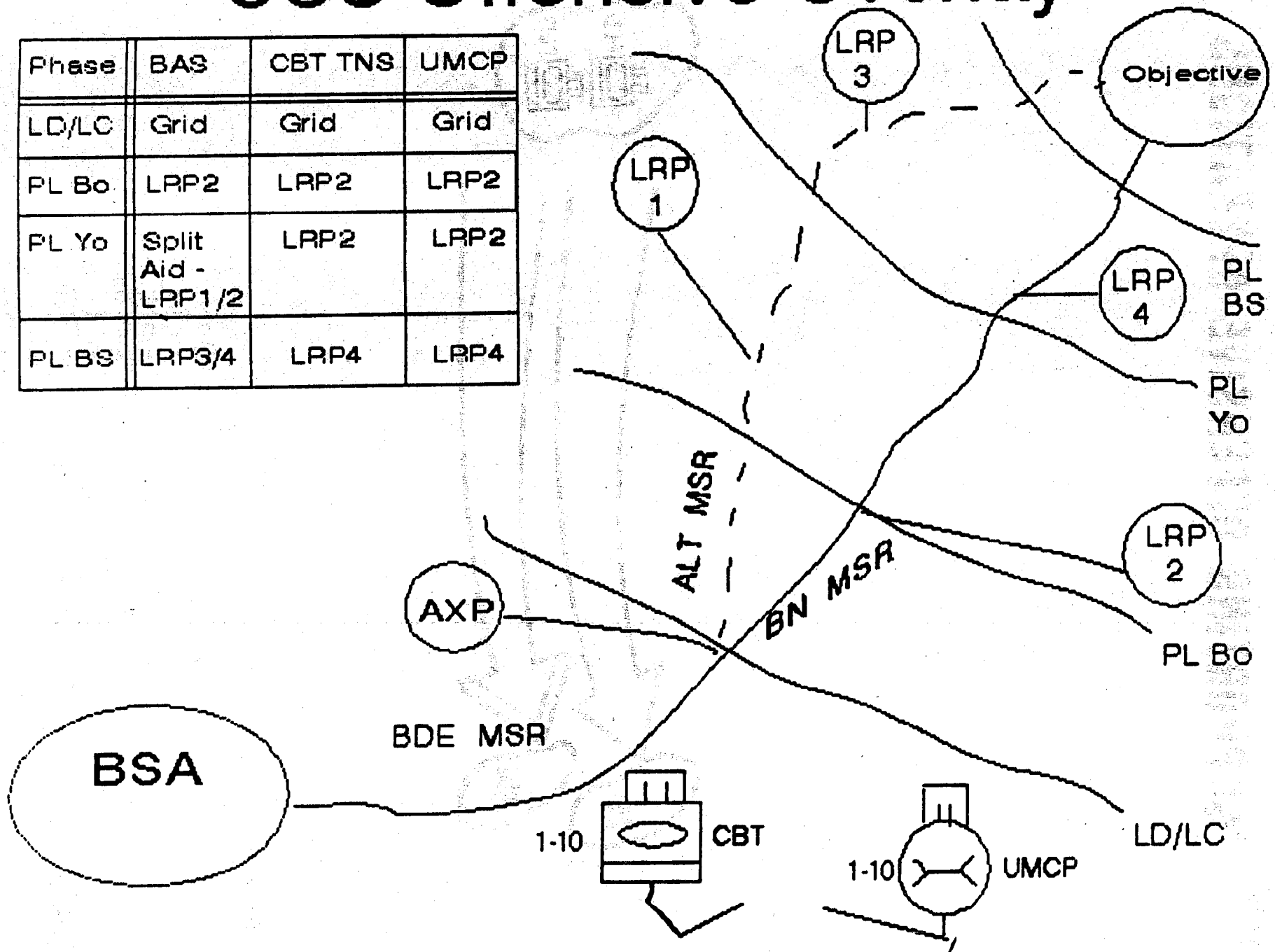
CSS OVERLAY



LRP's IDENTIFY
MAINTENANCE
MEDICAL
RESUPPLY

CSS Offensive Overlay

Phase	BAS	CBT TNS	UMCP
LD/LC	Grid	Grid	Grid
PL Bo	LRP2	LRP2	LRP2
PL Yo	Split Aid - LRP1/2	LRP2	LRP2
PL BS	LRP3/4	LRP4	LRP4



SUPPORTING OFFENSIVE OPERATIONS



If offensive momentum is not maintained, the enemy may recover from the shock of the first assault, gain the initiative, and mount a successful counterattack. Therefore, the CSS priority must be to maintain the momentum of the attack.

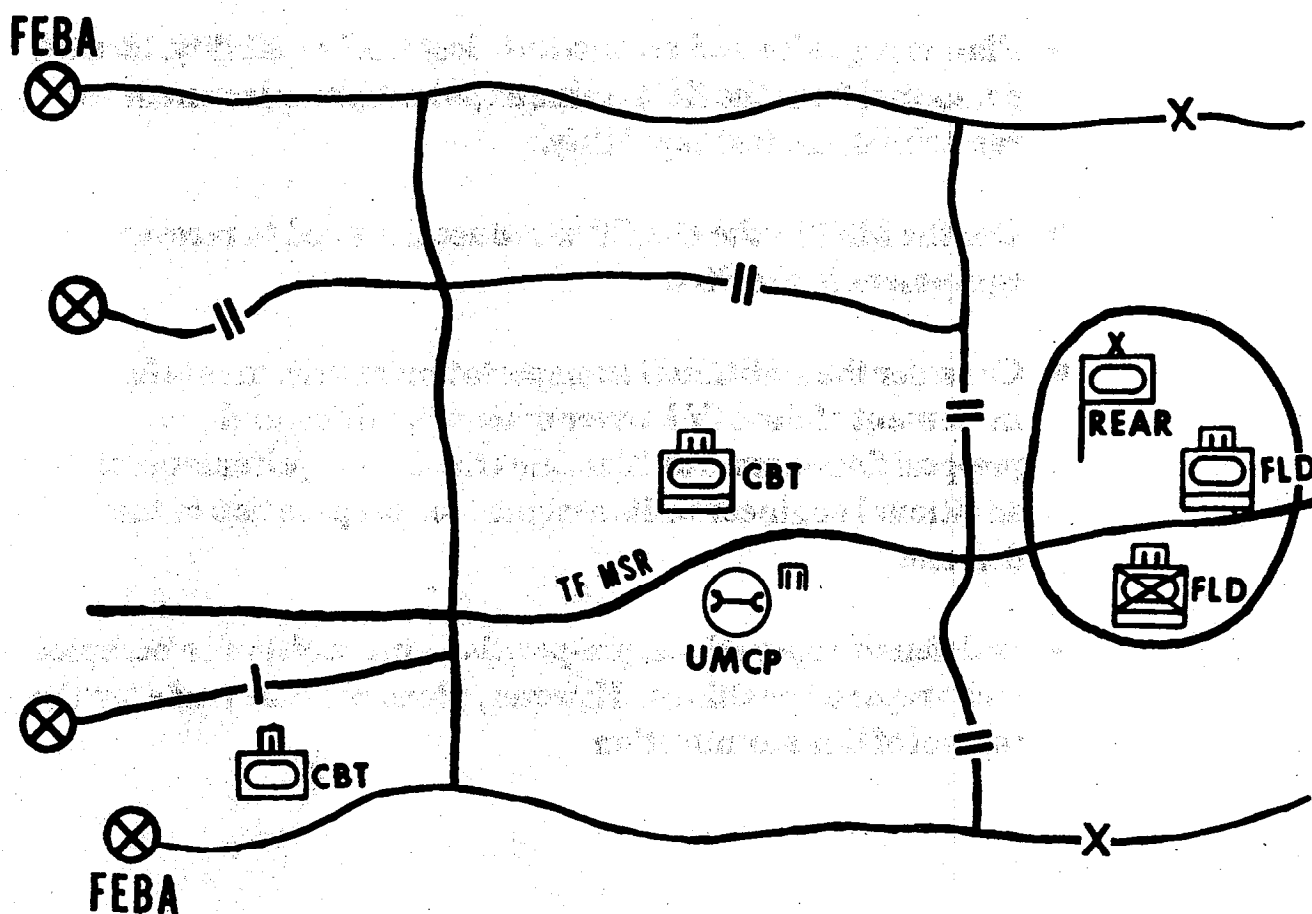
A successful attack may develop in an exploitation of a pursuit, and CSS planners must be flexible enough to support either type of operation. The following techniques and considerations apply to CSS offensive planning:

- **Position essential CSS assets, such as ammunition, POL and maintenance well forward in the combat trains.**
- **Establish maintenance priorities based on METT-T and MEMO.**
- **Recover damaged vehicles only to the MSR for further recovery by TF assets.**
- **Plan for increased consumption of POL.**
- **Push planned and preconfigured LOGPACs of essential CSS items.**
- **Plan for increased vehicular maintenance, especially over rough terrain.**
- **Make maximum use of CMTs and MSTs in forward areas.**
- **Request throughput distribution to reduce handling of supplies.**
- **Increase use of MREs with a corresponding decrease of B rations.**
- **Use captured enemy supplies and equipment, particularly support vehicles and POL (captured POL is used only in captured equipment).**

- **Suspend most field service functions except airdrop and graves registration.**
- **Prepare for increased casualties and additional evacuation and graves registration requirements.**
- **Consider battalion ambulance exchange points.**
- **Select supply routes, LRPs, and subsequent trains locations based on map reconnaissance.**
- **Plan and coordinate EPW operations; expect more EPWs.**
- **Plan replacement operations based on known and projected losses.**
- **Consider increased distance and longer travel time to ammunition supply points (ASPs) and ammunition transfer points (ATPs).**
- **Ensure that CSS preparations for the attack do not compromise tactical plans.**

These considerations apply, to some degree, to all offensive operations. The change from one type of operation to another does not require a major shift in CSS plans and procedures. However, the priorities and requirements for support may change. The main purpose of CSS in the offense is to MAINTAIN THE MOMENTUM OF THE ATTACK.

SUPPORTING DEFENSIVE OPERATIONS



The immediate purpose of the defense is to cause an enemy attack to fail or, in contrast to offensive operations, to break the momentum of the attack.

As in offensive operations, perhaps the most critical time in the defense is the preparation stage. General considerations to be made in preparing for defensive operations include:

- **Pre-position limited amounts of ammunition, POL, and barrier material in centrally located battle positions in the forward area. Make plans to destroy these stocks if necessary.**
- **Resupply during limited visibility to reduce the chance of enemy interference.**
- **Plan to organize and reconstitute lost CSS capability. Identify personnel from the field trains as potential replacements to reestablish the lost capability.**
- **Use the MST in the UMCP to reduce the need to recover equipment to the BSA.**
- **Consider the additional transportation requirements for movement of class IV barrier material, mines, and pre-positioned ammunition, plus the CSS requirements of additional engineer units assigned for preparation of the defense.**
- **In defensive operations, pre-position ammunition on occupied and prepared positions. However, plans must be made for the control of this ammunition.**

MEDICAL EVACUATION

There are two techniques employed for medical evacuation:

- **Jump Aid Station**
- **Split Aid Station**

Either technique may be employed in offensive or defensive operations.

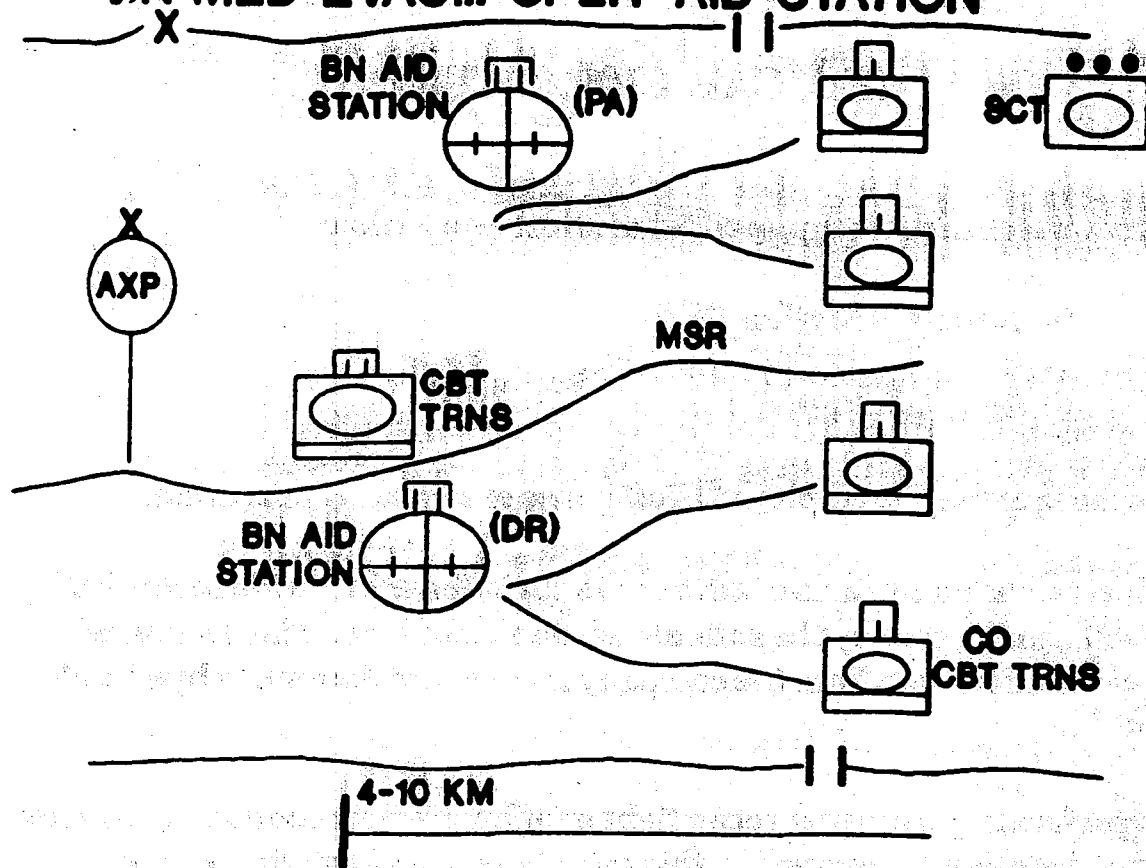
BN/TF operations on two axis of advance in the offense or a wide sector in the defense will usually employ the split aid station technique. This technique reduces evacuation time from the company team to the doctor or physician's assistant.

BN/TF's performing a counter recon fight or offensive operations may employ the jump aid station technique. In this technique one aid station will treat casualties while the second aid station moves with the BN/TF providing continuous medical support (leap frog).

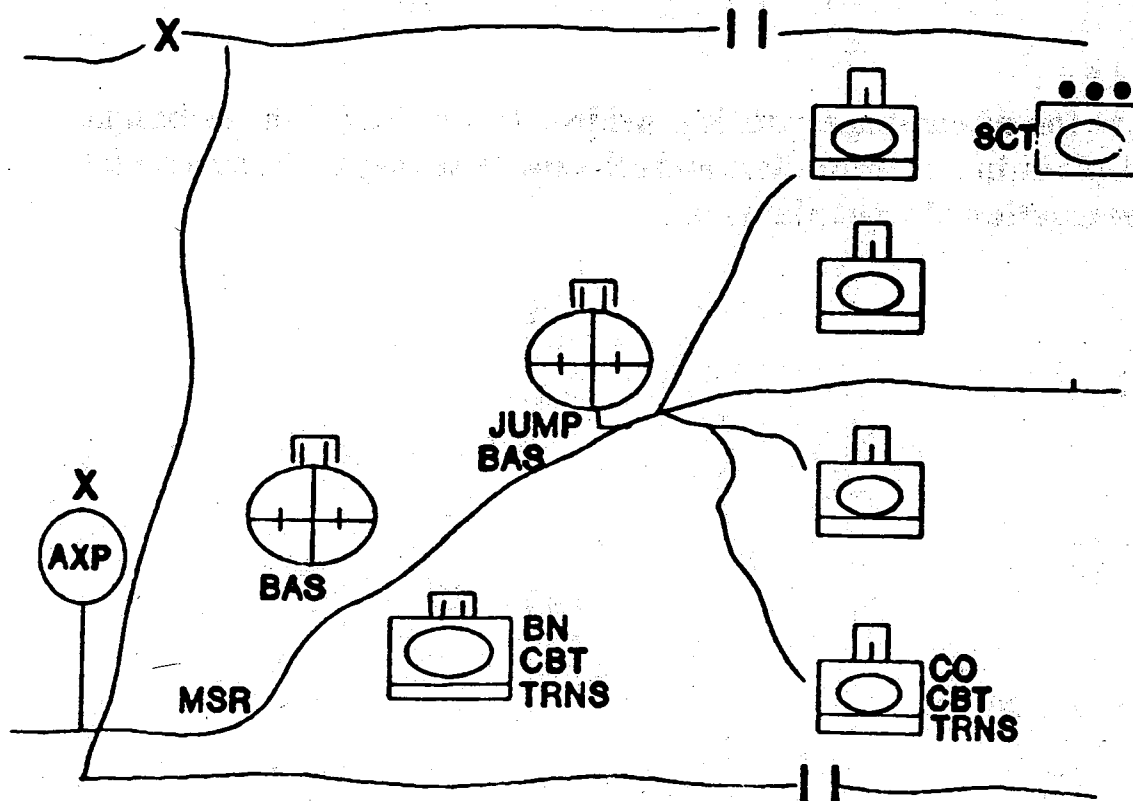
Both techniques require prior coordination and, if possible, rehearsals. Movements for both techniques are coordinated through the battalion combat trains.

A technique for evacuating scouts is provided. Regardless of the technique employed, planning, coordination, and rehearsals are key to the successful medical evacuation of scout platoons.

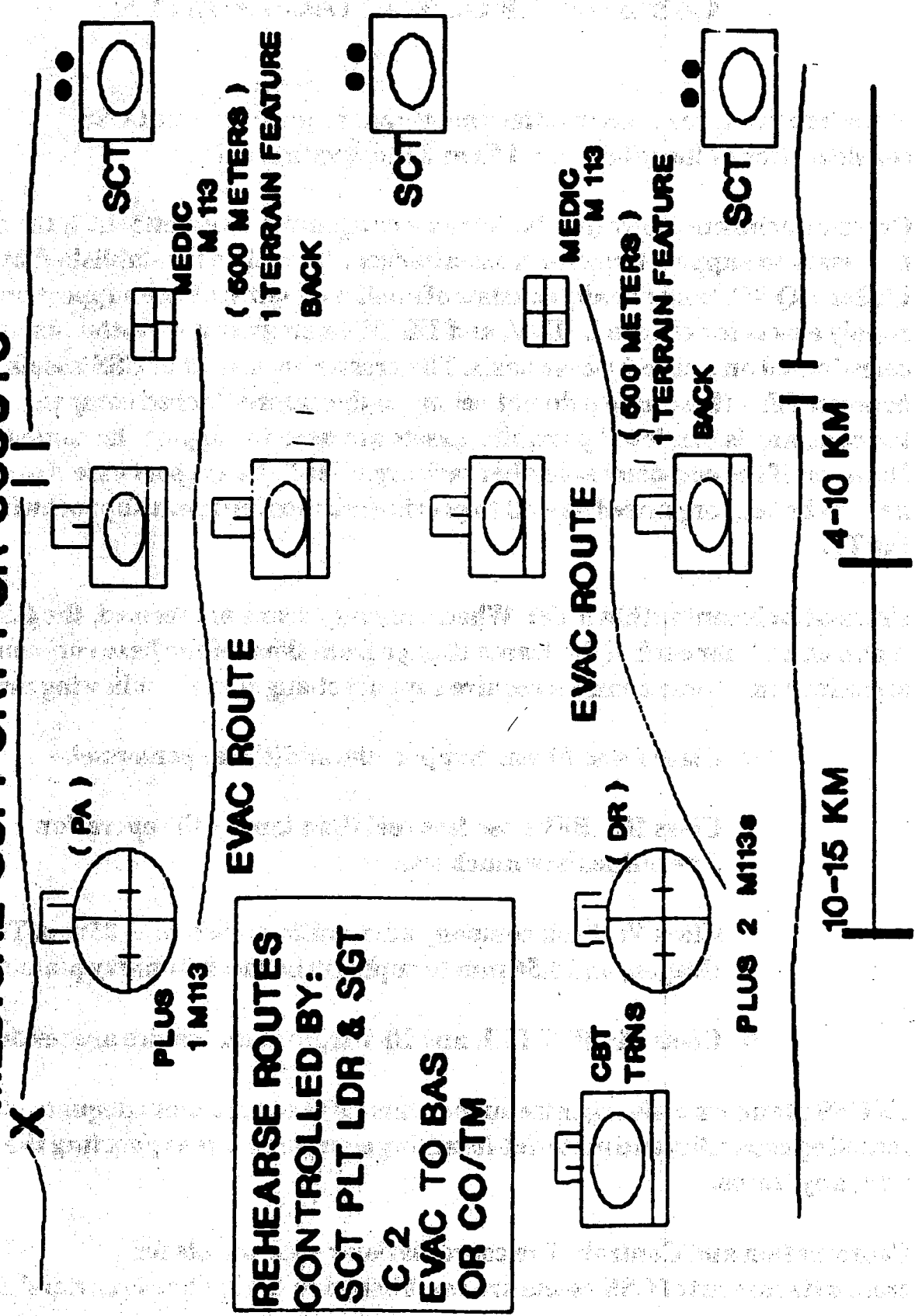
BN MED EVAC... SPLIT AID STATION



BN AID STATION (BAS) JUMP BAS TECHNIQUE



MEDICAL SUPPORT FOR SCOUTS



REHEARSE ROUTES
 CONTROLLED BY:
 SCT PLT LDR & SGT
 C 2
 EVAC TO BAS
 OR CO/TM

CSS FOR CROSS-ATTACHMENTS

There are two types of cross-attachment that require different CSS considerations - those between TFs and those within a TF.

Cross-attachment between TFs: When a company is cross-attached, the CSS necessary to support it is also cross-attached. This slice is established by higher HQ SOP and usually consists of medical, maintenance support and supply assets for classes I, III, V, and IX. Mess support cross-attachment is coordinated on a case-by-case basis. The cross-attachment of CSS assets is between TFs - these assets do not belong to the cross-attached company. If the company is employed pure, the assets are used to support the company. However, if the company is further task organized, the support assets may need to be task organized as well to provide the most efficient support within the TF.

Cross-attachment within a TF: When company teams are formed, the CSS requirements for each of the teams change from those of the base company organization. These changes require support changes in the following areas.

- **Class I and Mess: Support the additional personnel.**
- **Class III: BFVs use less fuel than tanks - the operation determines how much less.**
- **Class V: Tank company ammunition types, plus 25mm, TOW, Dragon, and 5.56 mm to support the mech infantry platoon.**
- **Class IX: BFV PLL and BFV trained mechanics are needed.**

TF CSS planners task-organize support assets to ensure that adequate bulk refueling capability and materiel-handling equipment are supporting the company teams.

Coordination and Control: The coordination requirements for cross-attachment of CSS assets are established in higher headquarters' SOP.

Movement: Movement from one TF area to the other may be done in one of two principal methods:

- **Movement under control of the cross-attached company commander.**
- **Movement by element.**

SPECIAL RESUPPLY OPERATIONS

Resupply of the scout and mortar platoon, main CP, combat trains, and attached support units must be planned and coordinated. The HHC 1SG coordinates and supervises resupply of these elements. He operates primarily from the field trains.

The platoon sergeant from each of these elements must submit a timely LOGSTAT report to the combat trains CP to ensure timely and accurate resupply. The most desirable method of resupply is to form small LOGPACs that the platoon sergeant picks up at the LRP in the same manner as the company 1SG. Attachments larger than a platoon must come to the TF trains with CSS vehicles on which LOGPACs can be built.

In some cases the HHC 1SG will deliver the LOGPAC to the main CP, combat trains, and scout and mortar platoons. Attachments may receive resupply at one of these locations. Another option is for attachments to receive resupply at a nearby company team LOGPAC. The S4 coordinates this resupply before the LOGPACs are dispatched.

Resupply operations for the scout and mortar platoons pose several unique problems. Special procedures that may be used to resupply both the scout and mortar platoons include:

- Position CSS assets configured for special platoon resupply forward with combat trains. Scout platoon passes through Combat Trains to conduct refuel, rearm, and resupply operations when moving from forward mission to flank or rear mission. Mortar Platoon Sergeant moves to Combat Trains and takes CSS assets to mortar platoon firing positions, returns CSS assets to Combat Trains upon completion.**
- Preposition (dedicate) class V HEMTT with mortar platoon.**
- Pull medic vehicle from reserve (defense) trail team (offense) and attach to scout platoon.**

- **Attach medic vehicle to scout platoon from Battalion Aid Station.**
- **Assign evacuation mission for scouts and mortar platoons to a co/tm in same general location.**
- **Provide LOGPAC for special platoons via co/tm LOGPAC in same general location.**
- **Require mortar platoon to use Platoon Sergeant HUMMV as support vehicle for LOGPAC linkup at LRPs.**

Units in DS of, or OPCON to, the TF are responsible for the resupply of their elements operation forward with the following exceptions:

- **The ADA battalion commander coordinates for the TF to resupply DS ADA units with some classes of supply.**
- **The TF provides engineer materials to supporting engineer units (Classes IV and V). Class I, III, V and IX supply support will also be provided to the maximum extent possible.**

While LOGPACs are the preferred method of resupply, there will be times when other methods of resupply are required. Other methods of supply include:

- **Resupply from the combat trains (immediate resupply).**
- **Caching supplies.**
- **Mobile pre-positioning supplies.**

- **Attach medic vehicle to scout platoon from Battalion Aid Station.**
- **Assign evacuation mission for scouts and mortar platoons to a co/tm in same general location.**
- **Provide LOGPAC for special platoons via co/tm LOGPAC in same general location.**
- **Require mortar platoon to use Platoon Sergeant HUMMV as support vehicle for LOGPAC linkup at LRPs.**

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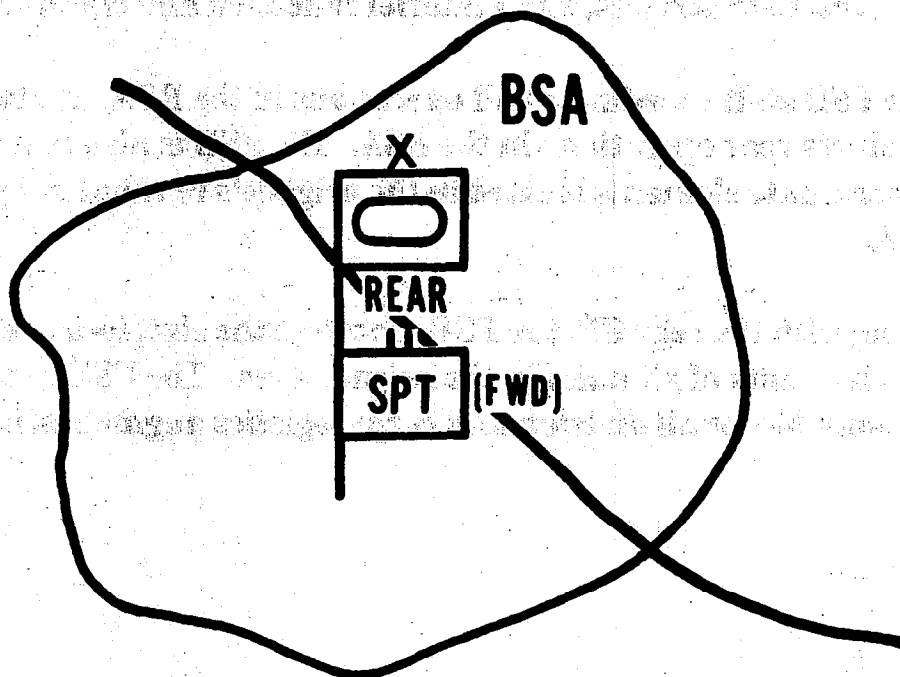
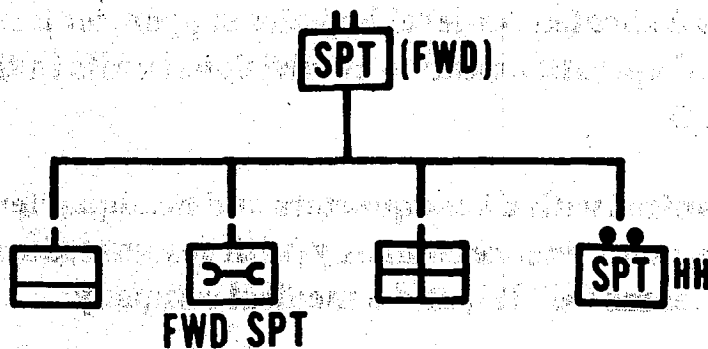
While LOGPACs are the preferred method of resupply, there will be times when other methods of resupply are required. Other methods of supply include:

- **Resupply from the combat trains (emergency resupply).**
- **Caching supplies.**
- **Pre-positioning supplies.**

FORWARD SUPPORT BATTALION



**FSB
CDR**



FORWARD SUPPORT BATTALION

The FSB commander is the brigade commander's CSS operator. Each FSB provides dedicated DS-level logistics support for a specific maneuver brigade in tactical operations and to all divisional units in the brigade area of operations.

It is organized with a headquarters and headquarters detachment, supply company, maintenance company (with designated system maintenance support teams (MSTs), and a medical company.

The FSB is the brigades central conduit for all classes of supply as well as water and unclassified maps. It also provides DS-level maintenance, health services, field services, and materiel collection and classification.

The FSB staff coordinates all operations in the BSA. It plans, organizes, and conducts rear operations in the BSA. The FSB is also responsible for the subordinate elements located in the brigade's rear but not physically in the BSA.

Along with the rear CP, the FSB monitors the size, location, and CSS requirements of all units in the brigade area. The FSB commander is responsible for all division and corps logistics augmentation to the FSB.